

**Seattle Light Rail Review Panel
Meeting Notes for January 4, 2005**

Agenda Items

- Public comments on Roosevelt alternatives
- Roosevelt Station alignment alternatives
- LRRP Position Letter to City Council Transportation Committee

Commissioners Present

- David Spiker, Chair
- Jay Lazerwitz
- Pam Beyette
- Cathy Hillenbrand
- George Blomberg
- Tory Laughlin Taylor
- Richard Andrews

Staff Present

- Debora Ashland, Sound Transit
- John Walser, Sound Transit
- Lisa Rutzick, CityDesign
- Holly Godard, CityDesign

The meeting opened with introductions.

LRRP Business:

Lisa updated the Panel on tonight's agenda, change of LRRP coordinator duties to Holly Godard, 2005 schedule, and January 2005 Sound Transit and City Council Committee meetings.

Public Comment: *Jim O'Halleron, Roosevelt Neighborhood Association*

Mr. O'Halleron is president of Roosevelt Neighborhood Association and chair of Neighbors for 12th Avenue. He presented views of the neighborhood regarding the future location of the Roosevelt station. He reported that the residents are unanimously and emphatically in support of the 12th Avenue location. In the opinion of the neighbors, the 8th Avenue location is limited, flawed, takes 30 homes, detracts from the neighborhood vision and neighborhood plan. The Association prefers the station to be located in the core of the neighborhood, 12th Avenue. Mr. O'Halleron hopes the panel will represent the neighborhood views to the City Council Committee. He invited all panel members to come for a tour of the area.

Overview Roosevelt Alternatives:

Ron Endlich, Sound Transit

Background and Proposal:

Mr. Endlich described the possible Roosevelt station locations and accompanying opportunities and constraints presently identified at each location. Currently the designs for the stations are not completed, but the purpose of the presentation today is to provide enough information to the Panel so they may come to a consensus of station location preference to communicate to the City Council Committee on Transportation. The City Council meeting will be held January 25, and the Sound Transit meeting and vote on the alternatives will be January 27.

Larry Sinnet of the Northeast District Council brings word of support for the 12th Avenue alternative from his constituents.

Questions and Discussion:

Will Sound Transit staff make a recommendation to the Board? Mr. Endlich stated that the staff would not be making a recommendation.

Has Sound Transit been asked to select a preferred alternative before? Yes, the North Link route was the preferred alternative proposed by Sound Transit staff with the exception of Roosevelt alignment alternatives.

What is the status of funding? The cost difference will be further developed, but it looks like there may be a cost difference of 40-60 million dollars.

What is the status of funding for this project? Sound Move identified the route to University of Washington. In order to go to Northgate another public vote will be needed.

Is there funding to build to the University District (45th Street)? Possibly, but financial analysis is not yet completed. University District to Northgate may cost 400-600 million. A phase II vote may occur in 2006.

What is the definition of the North Link? The North Link runs from Westlake to Northgate.

What are the issues with redevelopment? Would Sound Transit buy property or option property? The QFC site would be used for construction staging and would remain in grocery operation until needed. The long-term redevelopment of QFC may have approximately 200 residential units above the grocery.

The Panel affirmed their role as commentators on the long term planning and design issues. The same ridership is expected at both stations according to Sound Transit models. The Panel hopes to hear more on differences in user experience, walking distances to area destinations, and transfer opportunities to Metro bus system.

Roosevelt Alternatives:

Presentation:

The 12th Avenue alternative would have two entrances, one at 65th and 12th, the other at 12th and 67th which is the northeast corner of the QFC site. The south entrance is expected to have the heaviest use. There would be two mezzanines and a platform level. There will be more details presented at the February 1 meeting. Property losses include the QFC block, 2 homes, some businesses in single family homes, and four (4) townhouse units. A 76 unit residential development will be avoided.

The 8th Avenue alternative is an elevated station approximately 35 feet in the air. The platform level would be at the level of the I-5 freeway. It would be a somewhat noisy location. Shelter would be canopies with windscreens. It would be located about 25 feet from the freeway. The station would be elevated over Ravenna Boulevard from 57th to the station with two sets of columns for support. The I-5 vehicle exit would remain.

Questions and Discussion:

What is the contrast in transit connections? 65th is a major east west street. Metro prefers 12th avenue for bus transfers. There is however a park-and-ride under I-5 which would be closer to the 8th Avenue alignment. Currently, the park-and-ride is being used to capacity.

What are the construction effects? The 12th Avenue alternative is a cut and cover design. There will be tunnel spoils and handling and truck haul routes. 2 to 3 city blocks will have temporary traffic closures. 8th Avenue will have a large staging area, shift 8th avenue to the east, and move homes to accommodate construction. 12 to 18 blocks will have temporary traffic closures.

A short discussion ensued regarding other Sound Transit experience where two alternatives were considered. Issues surrounding other station alternatives include cost, at-grade or tunnel options, topography, water crossings, construction impacts, construction unknowns.

The Panel polled themselves to see where preference to alignment lay. 12th Avenue was the preferred alternative. Factors influencing the preference included project costs; there is public support; the neighborhood plan contemplates a 12th and 65th core of the neighborhood; development is occurring at 12th Avenue; fits the grid with edge conditions and corner entrances; there has been an evolution of development along spines, one of which is 12th Avenue; 8th has limited redevelopment potential near the portals.

Chair David Spiker asked for a vote from the Panel. 12th Avenue was unanimously voted as the Panel preference. The following letter prepared by the Panel Staff and Chair describes the Panel preferences.

Action:

The Board applauds the neighborhood efforts and thanks them for their input. The Panel also thanks Sound Transit for their presentation. **The Panel recommends the 12th Avenue station location and will present a letter to the City Council transportation committee.**

(Staff Note: Lisa Rutzick and David Spiker composed a letter to present to City Council based on discussion above. The letter identifies the Panel's support and reasons for support of the 12th Avenue station location.)